



THE DELAWARE^{AND} HUDSON COMPANY BULLETIN

*"The
D.H."*

JANUARY 1, 1929

AU SABLE RIVER.

The First Snowfall



*THE snow had begun in the gloaming,
And busily all the night
Had been heaping field and highway
With a silence deep and white.*

*Every pine and fir and hemlock
Wore ermine too dear for an earl,
And the poorest twig on the elm-tree
Was ridged inch deep with pearl.*

* * * * *

JAMES RUSSELL LOWELL

*"The
D.H."*

The
DELAWARE AND HUDSON COMPANY
BULLETIN

*"The
D.H."*

Vol. 9

Albany, N. Y., January 1, 1929

No. 1

From Helmsman to Conductor

*Growth of the Transportation Industry in Northeastern New York State, as Told by
One Who Was Engaged in it for Over Half a Century*

VERY frequently, while traveling in Delaware and Hudson territory we see buildings and other reminders of another day. If we but knew something of the background of these crumbling ruins, then we would realize the important role our Company has played in the history of our country. Throughout the past century or more, the company has served the towns and villages along its lines in the states of Pennsylvania, New York and Vermont, although the residents may not themselves realize to what extent.

In the preceding issue of THE BULLETIN there appeared a discussion of the pioneer efforts of our Company in the development of a system of transportation linking the coal regions with the outside world. The most important factor in this system was the canal which has since passed into disuse. The men who were employed on the canals of the country in the earlier days have, for the most part, likewise turned to other occupations.

One of those who served an apprenticeship on the canal boats carrying Delaware and Hudson coal and other commodities from Rondout to New York, and in the opposite direction via the

Champlain canal to Montreal, was later employed in the train service.

In 1850 the original Delaware and Hudson Canal had been widened and deepened so that its annual capacity was greatly increased. In

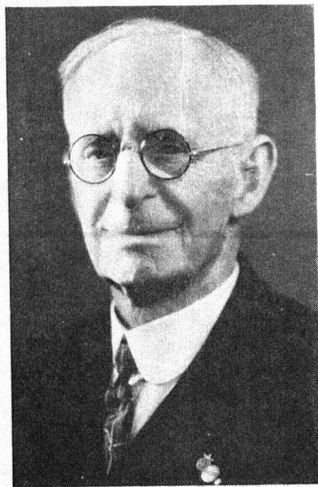
this same year there was born one who was destined to take an active part in the movement of anthracite first by canal boats and, later, on the rails.

THOMAS H. SHATTUCK, retired Susquehanna division conductor, was born at Whitehall, New York. His earliest recollections center about the old Champlain canal with its long lines of boats towed by teams of horses.

When he reached the age of sixteen he began working on a boat of the Northern Transportation Line. Whitehall was the scene of extensive activities in canal transportation, in fact that was the principal occupation of nearby residents. It was therefore only natural that he

should also find employment with the canal company. For some time he was helmsman on a boat operating between local points on Lake Champlain and nearby points on the Champlain Canal.

During one season, from approximately the first of May until the ice began to form on the



THOMAS H. SHATTUCK

lakes and canals in the late fall, he was on a boat running between Montreal and New York. The boats made three and one-half round trips during the season. They left Whitehall for Montreal in the spring. Three round trips were then made between Montreal and New York and they returned to Whitehall for the winter.

The general route followed by these early canal men was, roughly, as follows: Leaving Montreal, they went down the St. Lawrence to Sorel, Province of Quebec; from Sorel, up the Richelieu River through Chambly, St. Johns, Rouses Point, thence over Lake Champlain and the canal to Whitehall. Continuing southward through the Champlain Canal, they proceeded to Troy, Albany and down the Hudson River to New York City.

Stops were made at the various cities of importance to take on and unload merchandise and other cargoes. At Rondout coal was loaded for New York. Here he first came into contact with the Delaware and Hudson Canal Company. Returning from New York, another load of coal was taken on for the towns and cities between Rondout and Montreal.

After a while, however, he tired of the work on the canal boat and sought employment in and about Whitehall. He was finally employed in the old sash and blind factory at Whitehall, which is still standing. For four years he worked in the

factory. In the meantime the Delaware and Hudson had reached and passed Whitehall. He became dissatisfied with his work in the factory and naturally looked to the railroad as offering the best opportunity for the future.

In 1876 he took the step which began his railroad career. He asked a conductor for a job on his train. The conductor told him to report for duty at the depot shortly afterward. He was employed for two years by this conductor, Truman Austin, on the local freight between Whitehall and Rouses Point. During the months of July, August, and September, 1879, he ran as conductor on the Ausable Branch train.

Of the locomotives of the days gone by he tells us that he well recalls the *H. S. Marcey*, No. 133, which was the smartest locomotive he ever saw. On the local freight, he says, they had two cars and a coach. At that time he was a trainman learning his trade. The conductor would give his orders to the engineman who would then start up and the conductor was the only man who could catch the rear end of the train as it came by. He, Mr. SHATTUCK, tried it once. After that he made a practice of getting on the first car.

He continued to hold various positions as trainman and extra conductor until 1884 when he temporarily left the service to take a position on the West Shore railroad. Five years later he returned

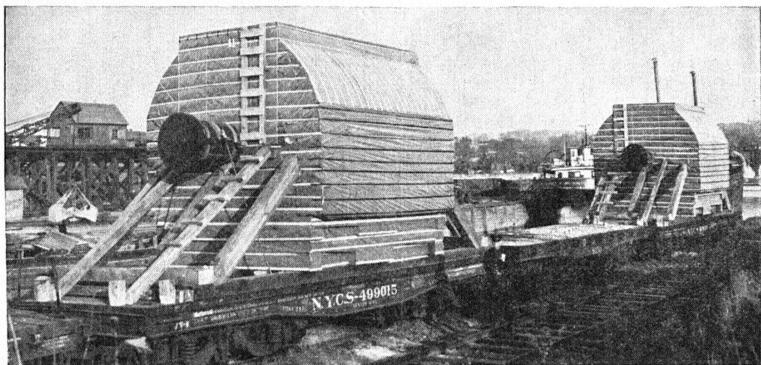
(Turn to page 12)



Conductor Shattuck and Crew Just Before His Last Run

Giant Rotors Handled Safely

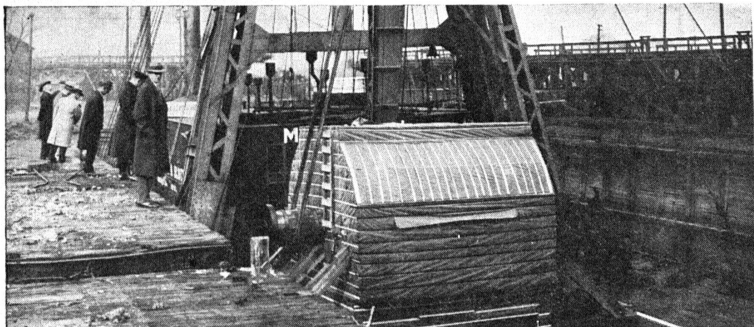
Transportation of Heavy Machinery Completed as a Result of Arrangements Planned Jointly by Representatives of Many Departments



Rotors Loaded on Cars For Rail Shipment

DELAWARE and Hudson tracks between Schenectady and Delanson and Delanson and Albany were closed to traffic for four hours Sunday morning, November 11, last, when two huge pieces of electrical apparatus were transported from the Schenectady plant of the

General Electric Company to the Hudson River docks in Albany. These machines, weighing 226,000 pounds apiece and measuring thirteen feet across and twenty feet long, could not be moved on a single track as the clearance allowed is but ten and one-half feet.



Rotor on Lighter After Transfer From Car

The Delaware and Hudson Company Bulletin

The two huge pieces are the rotors of synchronously frequency converters, to be installed in the Waterside Station of the New York Edison Company, and will tie in the twenty-five and sixty-cycle generating systems of the New York Edison and the Brooklyn Edison Companies.

During the year in which these huge machines were under construction at Schenectady various experts were busy trying to figure how shipment to New York City could be made. It was found that special six-axle flat cars of 200,000 pounds capacity could be supplied for the purpose. Even by tying up two tracks all the way from Schenectady to New York it would still be impossible to clear the tunnels and culverts, the height from the top of the rail to the top of the load being over eighteen feet. Due to the present limitations of both motor-trucks and air-craft, shipment by water offered the only solution of the problem. The trouble with this method was that lighters with cranes large enough to lift such tremendous loads could not go nearer to Schenectady than Albany.

It was therefore decided to use the Delaware and Hudson tracks to Albany, by way of Delanson, as this route is free from tunnels and low bridges. After conferences between representatives of the manufacturers and the operating and engineering departments of the railroad it was decided to handle the shipment by special train. To avoid interference with regular trains, it was decided that Sunday morning was the best time to make the trip.

After final checks of clearances had been made, a special train consisting of locomotive No. 447, five flat cars, three of which were empty, and a caboose left the General Electric plant at 9:55 A. M., arriving at Albany at 1:50 P. M. A wait of twenty-five minutes occurred at Delanson in order to follow train No. 313 from that point. The empty cars previously mentioned were put in the train to prevent excessive loading of bridges over which the train passed.

In order to permit the passage of this shipment it was necessary to remove the stand-pipe at Duaneburg, to raise the chutes at the Delanson coal plant, and to clear all sidings and switches adjacent to the main track of all cars which would interfere with the clearance of the loads. It was not possible to meet or pass any trains during the movement, and extra care was necessary when moving over the trestle and around the construction work at Delmar.

The General Electric Company had made arrangements with the Merrick-Chapman-Scott Company of New York, for the use of a floating

crane to unload the shipment from the cars at Albany and to float them to destination. The crane, with a lifting capacity of 300 tons, or 600,000 pounds, used by the United States Govern-



Transferring From Car to Lighter

ment in its attempt to raise the submarine S-4 which sank off the coast of New England some two years ago, arrived at Albany Friday afternoon, and early Saturday morning, November 10, the rotors were transferred to the deck of the

(Turn to page 14)

Kalm's Travels In America

Some Very Interesting Facts About Early American Indians, Colonists, and Colonial Customs Are Told By the Swedish Professor Kalm

(Continued from December 1 issue of Bulletin)

AT noon (June 10th, 1749) we left New York and sailed up the river Hudson in a yacht bound for Albany. About twelve miles from New York and on the whole passage we saw porpoises in the river. On several high grounds near the river the people burnt lime. At eight o'clock in the morning of June 13th we arrived at Albany. All the yachts which ply between Albany and New York belong to Albany. They go up and down the river as long as it is open and free from ice. They come home almost empty, and only bring a few merchandise with them, among which rum is the chief. This last is absolutely necessary to the inhabitants of Albany; they cheat the Indians in the fur trade with it; for when the Indians are drunk, they will leave it to the Albanians to fix the price of the furs. The merchants of Albany glory in these tricks, and are highly pleased when they have given a poor Indian a greater portion of brandy than he can bear, and when they can, after that, get all his goods for mere trifles. There is not a place in all the British colonies, the Hudson's Bay settlement excepted, where such quantities of furs and skins are bought of the Indians as at Albany.

We lodged with a gunsmith, who told us that the best charcoal for the forge was made of the black pine. The best and dearest stocks for his muskets were made of the wood of the wild cherry tree. Next to New York, Albany is the principle town in the province. There are two churches—an English one and a Dutch one. All the people understood Dutch, the garrison excepted. The town hall lies close by the river side, a fine building of stone three stories high. It has a small tower or steeple, with a bell, and a gilt ball and vane on the top of it.

The houses in this town are very neat and partly built of stones, covered with shingles of the white pine. Some are slated with tiles from Holland. Most are built with the gable end toward the street. The gutters on the roofs reach almost to the middle of the streets; it is extremely disagreeable in wet weather for the people in the streets, there being hardly any way of avoiding the water from the gutters. The streets

upon the whole are very dirty, because the people leave their cattle in them.

Many people at Albany make the *wampum* of the Indians, which is their ornament and their money, by grinding some kind of shells and muscles; this is a considerable profit to the inhabitant. The avarice and selfishness of the inhabitants of Albany are very well known throughout all North America. If a Jew, who understands the art of getting forward perfectly well, should settle among them, they would not fail to ruin him. For this reason nobody comes to this place without the most pressing necessity. I likewise found that the judgment, which people formed of them, was not without foundation. I was here obliged to pay for everything twice, thrice and four times as dear as any part of North America which I have passed through. If I wanted their assistance, I was obliged to pay them very well for it, and when I wanted to purchase anything, or to be helped in some case or other, I could presently see what kind of blood ran into their veins; for they either fixed exorbitant prices for their services or were very backward to assist me.

The behavior of the inhabitants of Albany during the war between England and France, which was ended with the peace of Aix la Chapelle, has, among other several causes, contributed to make them the object of hatred in all the British colonies.

The inhabitants are sparing. The meat which is served up is often insufficient to satisfy the stomach. The women are perfectly acquainted with economy; they rise early, go to sleep very late, and are almost overnice and cleanly in regard to the floor, which is frequently scoured several times a week. The servants in the town are chiefly negroes. Their breakfast is tea, commonly without milk. They never put sugar into the cup but take a small bit of it into their mouths whilst they drink. Along with the tea they eat bread and butter and slices of hung meat. They breakfast generally about seven. Their dinner is buttermilk and bread, or fresh milk and bread;

The Delaware and Hudson Company Bulletin

or boiled or roasted meat, also a great salad, with abundance of vinegar and very little or no oil. Their supper is generally bread and butter or milk and bread. They commonly drink very small beer or water.

Albany to Montreal

About five o'clock in the afternoon, June 21st, we left Albany and with two men proceeded towards Fort St. Frederick, or as the English call it Crown Point. For this service the men receive each five pounds, besides which I was to provide them with victuals. The men took the canoe. I walked along a good road on the west shore of the Hudson, which is flat, and chiefly turned into cornfields. There was some wheat and now and then great fields of flax. We passed the night about six miles from Albany, in a countryman's cottage. On the morning of the 22nd, followed one of our guides to the waterfall near Cohoes. At noon we continued our journey in the canoe, which was pretty long and made out of white pine. The river was very rapid and against us, so that our rowers found it very hard work to get forward against the stream. As we went further up the river we saw an Indian woman sitting in a boat of bark and an Indian wading in the river. The women wear no headdress and have black hair. They have a short blue petticoat, which reaches to the knee, and the brim of which is bordered with red or other ribbons. They wear their shifts over their petticoats. They have large earrings, and their hair is tied behind and wrapped in ribbons. Towards evening we went to a farm close to the river where we found only one man looking after the maize and the fields, the chief of the men not being then returned from the war. Our last night's lodging was about 10 miles from Albany. Near Saratoga the river becomes shallow and rapid again. It is situated on a hill on the east side of the Hudson. We lay over night in a little hut of boards.

Fort Nicholson is the place on the eastern shore of the Hudson where a wooden fortification formerly stood. We arrived here sometime before noon the 26th. It was built in the year 1709, and was named after the brave English General. In the afternoon we left the Hudson in order to come to the upper end of Woodcreek. We lodged this night near a brook. Our fear of snakes and of the Indians rendered our rest very precarious and insecure.

June 27th. About two o'clock this afternoon we arrived at Fort Anne. It is named after the Queen in whose time it served as a fortification against the French.

June 29th. Having completed our boat we continued our journey this morning. As we came down the river the dykes which the beaver had made in it produced new difficulties. We saw immense numbers of wild pigeons flying in the woods.

July 1st. We got up at daybreak. The wind blew north all day and made it very hard work for us to get forward. About six in the evening we arrived at a point of land about twelve miles from Crown Point.

We reached Fort Frederick (or as the English call it Crown Point) at eight in the morning and were politely received by Monsieur Lusignan, the Governor. He was about fifty years old, well acquainted with polite literature and had made several journeys into this country.

The harrows which they make use of here are made entirely of wood and of a triangular form. The plows seemed to be less convenient. The wheels upon which the plow beam is placed are as thick as the wheels of a cart, and all the wood work is so clumsily made that it requires a horse to draw the plow along a smooth field.

Whilst at dinner July 5th, we several times heard a repeated disagreeable outcry at some distance from the fort. The Governor said it indicated that the Indians, whom we had escaped near Fort Anne, had completed their design of revenging the death of one of their brethren upon the English, and that their shouts showed that they had killed an Englishman. As soon as I came to the window I saw their boat, on the extremity of which they had put a bloody skull. They had crept up upon a man plowing corn and shot him dead. His son, about nine years old, they had brought with them. When they got on shore, they took hold of the pole on which the skull was put and danced and sung at the same time. Their view in taking the boy was to educate him instead of their dead brother and afterwards to marry him to one of their relations. When they had come to Montreal, the Governor called them to account for this action and took the boy from them, whom he afterwards sent to his relations.

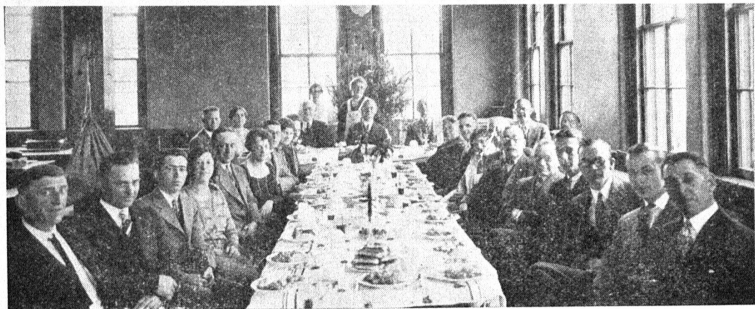
About eleven o'clock in the morning of July 19th we set out with a fair wind, and in the evening of the following day arrived at Fort St. John, having had a continual change of rain, sunshine, wind and calm.

St. John is a wooden fort which the French built in 1748. Two hundred men are in the garrison here.

(Turn to page 14)

Many Surprises At Party

Informal Christmas Festivities at Mechanicville Freight House Provide Many Unexpected Features Including a Chicken Dinner and Presents for All



Waiting for Santa Claus

FOR a splendid example of what can be accomplished by a few determined folks when they all work together, it would be difficult to surpass the "Christmas Party" which the employees of the Mechanicville freight office arranged for the noon-hour on Thursday, December 20. The party was held at this time in the hope that Santa Claus could arrange to be present. Owing to pressure of other business he was unable to attend and, consequently, he missed a good time. He sent a large bag and some bulky parcels—but more of that, later!

The celebration was full of unexpected happenings from the moment SUPERINTENDENT J. E. FAIRHEAD and DIVISION AGENT KEMP appeared to surprise AGENT W. T. CAMPBELL, until the party was concluded. In anticipation of the completion of fifty years' service with the Company by Mr. CAMPBELL very soon, the committee in charge, MISS GERTRUDE BODKIN and JOHN B. STONE, arranged to have something out of the ordinary. So the division officers, the Company photographer and the BULLETIN's "young man" were invited to attend.

Shortly after noon the assemblage gathered about tables which were attractively decorated with red candles, poinsettias and red flowered table covers. The Christmas setting was made com-

plete by the tinsel-decked tree near the head of the table.

One of the biggest surprises to the assemblage was the length of time six or seven seconds could be made to seem when a "look-pleasant" expression was required for the picture of the party. Seven seconds later thirty people were as noisy as a deaf-and-dumb asylum while a chicken dinner, with all the "fixings" and a lot of "extras" disappeared as if by magic.

DANIEL L. CAREY, chief clerk to Mr. CAMPBELL, as master of ceremonies, then called upon Mr. FAIRHEAD for remarks. After complimenting those present on the cooperation shown, not only in arranging for the party but in their handling of the Company's affairs at that point, Mr. FAIRHEAD, in behalf of the employees, presented Mr. CAMPBELL with a set of books.

Mr. CAMPBELL expressed his thanks for the gift and for what it stood for in the way of support from his people.

Mr. CAREY was surprised and pleased to receive a smoking stand and humidior as a present from his associates. A grab bag furnished further surprises in the way of comical presents for all. Before the gathering broke up a rising vote of

(Turn to page 12)

The Delaware and Hudson Company BULLETIN

Office of Publication :
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 9	January 1, 1929	No. 1
--------	-----------------	-------

*I didn't begin with askings,
I took my job and I stuck;
I took the chances they wouldn't,
And now they're calling it luck.*

—KIPLING.

Do You Ever Think?

THE Indians lost their lands to the white settlers because they failed to unite to defend their possessions against the invaders. Although they outnumbered the whites overwhelmingly and by uniting their efforts could easily have driven out the colonists, they failed to do this. They did not face their common problem as a body, so they were the ones who were driven out. They were not organized.

The Tower of Babel was rising rapidly due to the combined efforts of a tremendous number of people. Suddenly the work stopped because they found themselves speaking different languages. The value of the organization which they originally had was made useless just because they did not understand each other.

A railroad is an example of a highly developed organization. The larger the company, the harder it is to understand how this organization is made up, that is, who reports to whom and why he does it. It doesn't just happen to be that way; there is some good reason for it, proven by past experience.

In order to be of the greatest value to himself and to the company the railroader must give some thought to the people he works with. This is simple enough in the case of those he sees every day as is the case with engine and train crews who sometimes work together for long periods of

time. Many more of those whom he will probably never see, he must work with because they are a part of the same organization. The degree to which each individual member realizes this determines to a large degree the efficiency of the whole. The other fellow's position may be more easily understood if things are looked at from his side of the question now and then.

Take Inventory of Your Health

EVERY person should take an inventory of his or her physical assets once a year, or oftener, according to the New York state health department. Just as the up-to-date business man takes stock to determine the exact condition of his business, so should each one see if the various parts of the body are in proper working condition, the department suggests.

Some people are afraid of having a physical examination, health officials point out, for fear of finding out there is something wrong with them. This attitude, they contend is as foolish as fearing to ask when motoring if you are on the wrong road. In both cases, the farther you go without correction the worse off you are.

Every person is advised to go to a competent physician at least once a year and have a complete physical examination made. If there is nothing the matter with you there is no greater satisfaction than knowing this fact. If, on the other hand, some part of the body is out of repair, learn what it is and what to do to build it up or keep it from growing worse, the department advises, adding: "The human body is the only machine for which there are no spare parts. Learn to use rightly those you have."

Twelve Things to Remember

The Value of Time. The Success of Perseverance. The Pleasure of Working. The Dignity of Simplicity. The Worth of Character. The Power of Kindness. The Influence of Example. The Obligation of Duty. The Wisdom of Economy. The Virtue of Patience. The Improvement of Talent. The Joy of Originating.—*Exchange.*

*Stop and let the train go by,
It hardly takes a minute;
Your car starts off again intact,
And better still—you're in it.*

—BOSTON TRANSCRIPT.

Albany Bowling Contenders

Team Representing Delaware and Hudson Athletic Association Leads National Division of City League



Some of Our Company's Crack Bowlers

Seated, left to right: HUGH J. WILLIAMS, F. R. ROWE, H. GEORGE WALDBRILLIG (captain), JOHN A. BEALE, JR., WILLIAM FOLEY. Standing, left to right: FLOYD CLOUGH, ALBERT CRUIKSHANK, J. RAYMOND LINDSAY (manager), ROBERT GEMBERLING, ROBERT IRISH.

MEET the men who are representing the Delaware and Hudson Athletic Association in the National Bowling League in the city of Albany. Incidentally they are leading that league as this issue of *THE BULLETIN* goes to press. According to the official figures made public by the secretary of the Albany City Bowling Commission, SYLVESTER G. MALSAN, who is also a Delaware and Hudson employe working in the office of the Auditor of Station Accounts, they have now won twenty-two games and lost five.

The team has improved steadily since the opening of the season, and with the present line-up has defeated its opponents regularly. During the evening of December 15, they defeated their old rivals, the G. Y. M. team, winning three games. While some of their hardest games still lie before them, their chances of winning first place in the league seem bright. In that event they will face the winners of the American League for the city championship.

Individuals on this team are also making a name for themselves in Capital District bowling.

CAPTAIN WALDBILLIG stands fourth in the National League in averages with 192. BEALE is in ninth place, his average being 186.

Our employees have done much for bowling in Albany and vicinity. That this fact is appreciated by others is proved by an article recently published in one of the Albany papers. It read as follows:

"The Delaware and Hudson Bowling League is the only sanctioned league in Albany and the Broadway Railroad Young Men's Christian Association alleys on which the D. and H. league teams roll are the only sanctioned alleys. The American Bowling Congress has approved both the league and alleys, J. RAY LINDSAY, manager of the D. and H. City league team, announced today. With the D. and H. league officially a member of the American Bowling Congress, there is a possibility that other leagues will apply for sanction. D. and H. officials take an active interest in the City Bowling league team. FRED L. HANLON, supervisor of wage and working agreements, rarely misses a match. Then, too, COLONEL J. TABOR LOREE, vice-president and general manager of the D. and H., encourages the boys on time and again by his attendance. The D. and H. team lacks for no support in the City league. And the players have shown fine fighting spirit ever since the D. and H. became a part of the Albany City league."

And further:

"The D. and H. team now is in first place in the National division of the City Bowling league. The team won the championship in its division last year, but was nosed out by the Keelers in the roll-off for the league title. This year the Keelers are in the same division and are runner-up to the railroad team at the present time."

Many Surprises at Party

(Continued from page 9)

thanks was given to DAVID VAN NESS who donated the chickens, and to the ladies who served the dinner.

Those present, in addition to those previously mentioned were: E. J. SEITTER, C. R. WALKER, E. J. LEFNER, FRED PIERCE, JOHN KEYES, ARTHUR C. REINIGER, J. O. SYKES, MR. and MRS. T. P. POWERS, J. L. NORTHRUP, MISS MARY A. BURKE, A. J. KEEGAN, MISS DORIS L. ROBY and MISS THERESA LAKE.

All are now expectantly awaiting the coming of Christmas 1929.

Veterans' Meeting

ATTENTION Veterans! The regular annual meeting of the Delaware and Hudson Veterans Association will be held in Albany, Sunday afternoon, January 13. While the place of the meeting had not definitely been decided upon when this issue of THE BULLETIN went to press, it is thought that it will be in the Odd Fellows' Hall, in Beaver Street.

Special train service has been arranged through the courtesy of the management. The train will leave Wilkes-Barre at 6:30 A. M. and arrive in Albany 1:30 P. M., and depart from Albany on the return trip at 4:30 P. M. The annual election of officers will take place at this time and all who can possibly do so, are urged to attend.

From Helmsman to Conductor

(Continued from page 4)

to the employ of the Company on the Susquehanna division. On February 1, 1890, he was given the position of conductor on the Schenectady branch train. At first it was a local freight train which left Schenectady in the morning and went to Mechanicville. Returning they continued through Schenectady to Delanson and ended the day's run back at Schenectady.

During the time of his employment on this run he saw this train grow to be a first class passenger train. He has seen, within the span of the past fifty years, the growth of our railroad to its present size and importance to the people whom it serves. He would have it said that he enjoyed every minute of his railroading career and would live it over again if he could.

MR. SHATTUCK is a member of the Delaware and Hudson Veterans Association, Order of Railway Conductors, Independent Order of Odd Fellows, Masonic Lodge and the Methodist Church. MR. and MRS. SHATTUCK now reside at 21 Spruce Street, Schenectady, N. Y.

Logical Deduction

The little girl was a very timid little soul, and her father was trying to reason her out of her fears. He tried to tell her that there was nothing to fear in mice and frogs and bugs.

"Papa," she asked, "ain't you 'fraid of bugs?'"

"No, dear."

"Ain't you 'fraid of snakes?'"

"No, dear."

"Papa, ain't you 'fraid of nothing else in the whole world but just mamma?—The Ry. Conductor."

Claims Paid Recently Total \$73,002

SINCE a like table was published in the issue of *The Bulletin* dated September 1, last, \$56,802.24 has been paid to beneficiaries of employees insured under the Group Insurance Plan. One employee died while being paid under total and permanent disability option, and two received payment under accidental death option. Individual payments were made as follows:

NAME	OCCUPATION	LOCATION	DATE DIED	CLAIM
Batchelder, Willis E.	Trainman	Rouses Point	Aug. 25	\$502.24
Bodno, John	Cr. Watchman	Moosic	July 1	\$500.00
Bohenick, Frank	Fire Cleaner	Carbondale	Oct. 5	*5,200.00
Bowen, John	Cr. Flagman	Seranton	Sept. 9	1,000.00
Brown, Herman P.	Conductor	Saratoga Spa	June 18	2,400.00
Burke, Michael T.	Clerk	Colonie	August 11	1,000.00
Cowan, Daniel F.	Laborer	Plattsburg	Sept. 5	1,000.00
Cunningham, Charles	Appur. Insp.	Saratoga Spa	July 28	2,200.00
Dannehy, Charles	Telegrapher	Dannemora	Sept. 16	1,400.00
Delsole, Dominick (P)	Cr. Watchman	Unadilla	Oct. 13	1,000.00
DeMatteo, James	Trackman	Schenectady	July 17	1,000.00
Foster, Thomas M.	Machinist	Colonie	August 2	1,000.00
Fragomeni, Joseph	Cr. Watchman	Albany	July 6	1,000.00
Geary, Laurence	Flagman	Saratoga	Oct. 11	1,000.00
Hathaway, Frank L.	Conductor	Binghamton	Aug. 25	2,400.00
Ilges, George C.	Hostler	Carbondale	July 20	1,800.00
Jones, Jesse A. (P)	Clerk	Albany	August 4	1,600.00
Jordan, David B.	Gate Tender	Cohoes	July 29	1,000.00
Kelly, Michael A.	Nt. Rd. House F'man	Wilkes-Barre	July 22	*4,800.00
Kerins, Thomas	Trainman	Carbondale	Oct. 2	1,400.00
Kinner, David D.	Flagman	Albany	June 24	1,000.00
Law, James Patrick	Telegrapher and Towerman	Minooka Jct.	July 18	1,800.00
Lipe, Lawrence W.	Telegrapher	Glens Falls	Aug. 16	1,600.00
Loneragan, John	Machinist	Colonie R. H.	Oct. 11	1,800.00
Lynch, Frank C.	Crew Dispatcher	Carbondale	Sept. 4	2,000.00
Marsh, Maurice r.	Telegrapher	Windor	Oct. 7	1,800.00
Matteson, Edwin A.	Blacksmith	Oneonta	Oct. 14	1,200.00
Moran, Bernard E.	Cr. Watchman	Albany	August 19	1,000.00
Morgan, William D.	Cr. Watchman	Gr. Ridge	August 4	1,000.00
Mullaney, Dennis (P)	Car Repairer	Saratoga	Sept. 3	1,800.00
Nichols, George	Engineer	Carbondale	August 8	1,800.00
O'Connor, T. D (P)	Trainman	Port Henry	August 4	500.00
Opel, Charles	Laborer	Oneonta	Oct. 25	1,000.00
Otello, John	Foreman	Oneonta	August 12	1,400.00
Palmer, Jerome	Flagman	Albany	August 23	1,000.00
Rector, Alfred	Cr. Watchman	Delanson	June 29	500.00
Remillard, Louis N.	Cr. Watchman	Hudson Falls	Sept. 3	1,000.00
Ruddy, Patrick J.	Conductor	Wilkes-Barre	Sept. 17	3,200.00
Schilacci, Guiseppi	Laborer	Oneonta	July 21	*2,400.00
Simons, John A.	Voucher Clerk	Albany	Oct. 17	1,800.00
Spellman, Patrick	Cr. Watchman	Seranton	July 9	1,000.00
Van Housen, Levi J.	Baggageman	Oneonta	Aug. 30	1,600.00
Wanski, Joseph	Freight Handler	Mechanicville	Oct. 9	1,000.00
Warner, Charles	Boiler Inspector	Oneonta	Sept. 30	2,600.00
Westcott, Irving B (P)	Cr. Watchman	Seranton	July 28	1,000.00
Wilber, Robert J. (P)	Planing Mill Opr.	Oneonta	Aug. 25	1,800.00

Total \$73,002.24

† Employee died while on claim for Total and Permanent Disability Insurance Benefits. Amount shown represents balance due at the time of death.

* Includes payment under Accidental Death and Dismemberment Option.

(P) Indicates Pensioned Employee.

Do You Know—

THAT there are 422,300 miles of railroad track in the United States?

THAT there are 53,804 passenger train cars in service?

THAT there are 61,317 locomotives in service in the United States?

THAT the average power of locomotives in service in the United States is 42,803 pounds?

THAT the total power of all locomotives in the United States is 2,605,346,530 pounds?

THAT the average freight car capacity is 45.5 tons?

THAT the total freight car capacity of Class 1 railroads is 105,818,773 tons?

THAT \$4,767,994,000 has been expended on improvements during the past six years for equipment, roadway and structures?

THAT the railroads in the United States represent a total investment of \$24,870,000?

THAT one-third of the railroad mileage in the world is in this country?

THAT on an average 5,903 freight cars are loaded each hour in America?

THAT the average freight revenue per ton-mile is 1.080 cents?

THAT the railroads paid out \$376,110,243 in taxes during the year 1927?

THAT there are 1,700,000 people employed by the railroads in the United States?

THAT the total railway payroll in this country was \$2,900,000,000 in 1927?

THAT it takes 148 pounds of fuel to haul 1,000 tons of cars and freight one mile?

and Hudson Police department while at Albany awaiting arrival of the crane.

This is the second time the Delaware and Hudson Company has been called upon by the General Electric Company to handle such a shipment, the other movement of one rotor as large as those referred to above, and one slightly smaller, having been successfully handled over the same route in a similar manner by special train on Sunday, May 16, 1926.

The hearty cooperation of all departments made it possible for this Company to meet the request of the shipper and to make the movement of this unusually large and heavy shipment a success.

Food For Thought

EVERY useful thing that is made and sold is of benefit to mankind, and if the manufacturer is encouraged by a decent profit, he will break his neck to improve his product and to reduce the cost of its manufacture so he may extend its sale.

It is because the automobile business is a profitable one, generally speaking, that we are now able in the United States to undersell any nation in the world.

The profits which these manufacturers have made have been turned back into their businesses to pay for the installation of labor-saving devices to increase production and lower costs.

We must absorb the idea that any man who is doing useful work is a public servant in the broadest sense, entitled to the same respect and admiration as a statesman, a poet, or a singer.

If this notion gets abroad we will then have fewer men and women out of their proper places. Good blacksmiths won't be working as poor poets, and men who know how to make pig iron won't be quitting their jobs to manage symphony orchestras.

Giant Rotors Handled Safely

(Continued from page 6)

float and by noon were on their way down the Hudson river.

At various points en route, and while being unloaded from the cars to the boat, "Pathe" took moving pictures of the rotors.

Because of its value, the shipment was heavily insured against damage while in transit and was given special police protection by the Delaware

Kalm's Travels In America

(Continued from page 8)

On the 23rd we set out for Prairie, six miles distant. It is on rising ground near the river St. Lawrence.

On July 24th we went in a bateau to Montreal. We are assured by everybody that we were the first Swedes that ever came to Montreal.

Clicks from the Rails

Scheduling Freight Trains

British merchants and manufacturers will greatly benefit by a new timetable of freight trains, now being published by the London and North Eastern Railway. This timetable will consist of about thirty pages and will be confined to direct traffic between a number of principal cities. It will show the latest hours at which consignments can be accepted on each day at the place of departure, and will indicate the time when they will be normally available for delivery at their destination. The hour of arrival is not to be given, only a statement that the trader will find his consignment at the freight depot "next morning" or on "the second morning."

Honesty of "Red-Caps"

"Red Cap" porters in the metropolitan railroad stations are constantly being tested and seldom found wanting. An hour spent in the lost property room of any station will prove this by the large number of varied articles returned. Among the returned goods are wallets with money, canes, portfolios, handbags, gloves, and many other valuable articles.

Scenes of pathos and humor take place in the lost property room. Every day brings its scores of people looking for lost articles. Time and time again troubled travelers come to the room to find their lost articles safe keeping and to hear the same report, "A Red Cap found it."

Chance to "Listen In"

Electric operation of seventy-six miles of line of the Great Northern between Wenatchee, Washington, and Skykomish was begun on December 4. The entire eighty miles of the Wenatchee-Skykomish line, including the four-mile section between Berne, Washington, and Cascade tunnel, will be operated by electric locomotives when the tunnel is opened for traffic shortly after the first of the year. The new Cascade tunnel will be formally dedicated on January 12, when forty radio stations in all parts of the United States will broadcast the dedicatory program for one hour at 9 P. M., Eastern standard time.

Autos Ran Into Trains

According to figures recently made public by the American Railway Association, there were 1,148 accidents at grade crossings during the year 1927 in which automobiles ran into the side of trains. This represents twenty per-cent of a total of 5,596 grade crossing accidents during the year.

While there were more accidents at grade crossings during the first six months of 1928, than in the corresponding period of 1927, the percentage of increase in the number of automobile accidents at grade crossings has been under the percentage of increase for the past few years, which would indicate that some progress has been made in calling to the attention of the public, the necessity for continued care in approaching and passing over highway grade crossings.

Radio-Controlled Clock

Radio has helped to modernize many appliances in the past; now it has come to take its place in the time service on railroads. One clock, which is automatically regulated twice daily, controls subordinate clocks in other parts of the station. Correct time is received by radio from the United States Radio Station at Arlington, Va., at noon and again at 10:00 P. M. It does not have to be set or regulated once it is started.

Mechanical "Section Gang"

Tests are now being made with a machine which rapidly renovates track ballast. The new device propels itself after reaching the point of operation, excavates the ballast from the track, removes the dirt, returns the stone to the track and levels the renovated ballast to standard profile. It will clean ballast at the rate of 1200 feet per hour.

The Whistling Brakeman

George Nearpass, trainman on the Pennsylvania, has earned the popular title of "The Whistling Brakeman." He has performed his specialty over numerous radio stations with marked success.

Smokers Only!

Railroads in England and on the continent are more generous than in this country in the number of cars allotted to smokers. If a train is crowded, non-smokers must find a place in a compartment hazy with smoke. In Rumania, however, this would not be permitted. A passenger who does not care to smoke is just as rigidly excluded from a compartment for smokers as is a man with a lighted cigar from a non-smokers' car.

The rule is strictly enforced, and any traveler found in a smoking car without a pipe or a cigarette in his mouth, duly lighted, is compelled to pay a fine. The logic is clear enough, though its application is somewhat startling.—EXCHANGE.

It Pays to Advertise

According to recent press reports, freight cars of England will carry advertisements if a plan under consideration is carried through. Not only will the glories of products be told in paint, but in posters as well. At first the 90,400 closed cars would be utilized, but if the plan is a success, the remainder of the 720,000 freight cars would be included.

Inspection Excursion

In order to acquaint prospective patrons with new electrified facilities a mid-western railroad recently used a new type of excursion ticket. Thirty-eight miles of electrified mileage was covered by round trip tickets costing twenty-five cents. This fare was in effect during certain hours of the day and was valid between any two points, with liberal stopover privileges.

Veteran Railroader

Thomas Jordan, pensioned baggage-master of the Cleveland, Cincinnati, Chicago & St. Louis, celebrated his 100th birthday anniversary on August 15 at Hartwell, Ohio. Mr. Jordan served the Big Four for fifty-three years. The span of his life may be better realized when it is considered that, upon the occasion of his wedding, he received six negro slaves as a present from his father-in-law.

A Man's Prayer



TEACH ME that sixty minutes make an hour, sixteen ounces a pound, 100 cents a dollar. Help me to live so that I can lie down at night with a clear conscience and unhaunted by the faces of those to whom I have brought pain. Grant that I may earn my meal ticket on the square, and in earning it may I do unto others as I would have them do unto me. Deafen me to the jingle of tainted money. Blind me to the faults of the other fellows and reveal to me my own. Guide me so that each night when I look across the table at my wife, who has been a blessing to me, that I will have nothing to conceal. Keep me young enough to laugh with little children and sympathetic so as to be considerate of old age.

—Exchange.